



Taylorsville Road Area \ Urton Lane Study

July 2007

Acknowledgements

- Louisville Metro City Council
 - Councilman Stewart Benson

- Steering Committee
 - Louisville Metro Public Works
 - Louisville Metro Planning and Design Services
 - Louisville Metro Economic Development
 - Louisville Water Company (LWC)
 - Louisville Metropolitan Sewer District (MSD)
 - Kentuckiana Regional Planning and Development Agency (KIPDA)
 - Kentucky Transportation Cabinet (KYTC)

- Planning Consultant
 - Qk4, Inc.



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Executive Summary

July 2007

In 2007 Louisville Metro initiated a transportation and land use study for the Taylorsville Road area bound by I-265 in the east, I-64 in the north, south of KY 155 in the south, and Blackacre and Blakenbaker Parkway to the west. Along KY 155 there are six proposed developments located between Tucker Station Road and I-265. The rapid pace of development coupled with the lack of a known location for the proposed Urton Lane Extension, prompted Louisville Metro City Council to place developments on a temporary hold until the completion of this planning study.

What Is the Scope of This Study?

The three main areas addressed in this planning study are Land Use and Form Districts, the Urton Lane Extension, and other transportation projects.

What Was the Planning Process?

The planning process was governed by a Steering Committee made up of local governmental agencies, and included one public meeting on May 7, 2007. In addition, numerous meetings were held with Metro Public Works and Planning and Design staff, and various interested parties.

What Are the Recommendations?

For Land Use, the objective was to determine whether the Form Districts should be changed. Based on 1) the existing density of development, 2) the proposed location of the Urton Lane Extension, and 3) the spacing of Town Center Form Districts around Eastern Jefferson County, it is recommended that the Form District be changed from Neighborhood to Town Center in the following area: along Taylorsville Road from Tyler Retail Drive (i.e., west of Kroger) east to I-265, and north to the railroad track to include Saint Michael Church and their planned expansion west, and the proposed Tyler Retail #2 and Icon developments.

For the Urton Lane Expansion, from the railroad tracks north the recommendation is to follow Alternative "A," which is generally parallel and in proximity to I-265; and from the railroad tracks south to follow Alternative "B" with the following key elements:

- Termini: KY 155 at Stone Lakes Drive in the south, and the railroad track crossing adjacent to I-265 in the north.
- Alignment: Louisville Metro shall resolve the alignment between these termini by seeking

agreement of the developers of the two properties it would traverse (Tyler Retail #2 and Icon) and Saint Michael Church. Also, it shall comply with the following guiding principles:

- 1) The design must have acceptable geometry for a 35-mile-per-hour design speed.
- 2) The design must be compatible with the Louisville Metro Complete Streets policy for a Minor Arterial in a Town Center, including bicycle and pedestrian facilities. Louisville Metro will work with all affected parties to reduce impact to property values by minimizing the right-of-way required to adequately design the road.
- 3) Prior to Louisville Metro approval of any changes in land use or road construction, traffic studies demonstrating the functionality of the proposed street network must be prepared. These studies shall demonstrate acceptable functionality for all uses in the area prior to approval by Louisville Metro.
- 4) Buffering from Saint Michael church and school must be provided by landscaping and/or transitional land uses.
- 5) Safe and efficient access to Saint Michael, Tyler Retail, and future developments must be provided. An alternate access for Saint Michael from the North end of their property onto Urton Lane is recommended.
- 6) Coordination between Louisville Metro, Tyler Retail, Saint Michael, and the two proposed developments must be maintained in an effort to create a mutually beneficial plan.
- 7) Rehl Road/I-265 interchange or other road connections providing for dispersal of business park traffic should be completed before the Norfolk-Southern Railroad overpass is built.

What About Other Transportation Projects?

Access management along Taylorsville Road between I-265 and Stone Lakes Drive is addressed in this study and was coordinated with KYTC. It is proposed that no left-turns be permitted onto KY 155 from either side of KY 155. Instead, rights-in and rights-out should be permitted for the North and South side of KY 155 with one left-in from KY 155 to Hopewell Drive.



1.0 Introduction

In 2007 Louisville Metro initiated a transportation and land use study for the Taylorsville Road area just west of I-265 and south of I-64 (Section 2.1 below describes the study area). Many items converging simultaneously led Louisville Metro to place proposed developments in the study area on a temporary hold until a transportation and land use study had been prepared and adopted.

The converging items include:

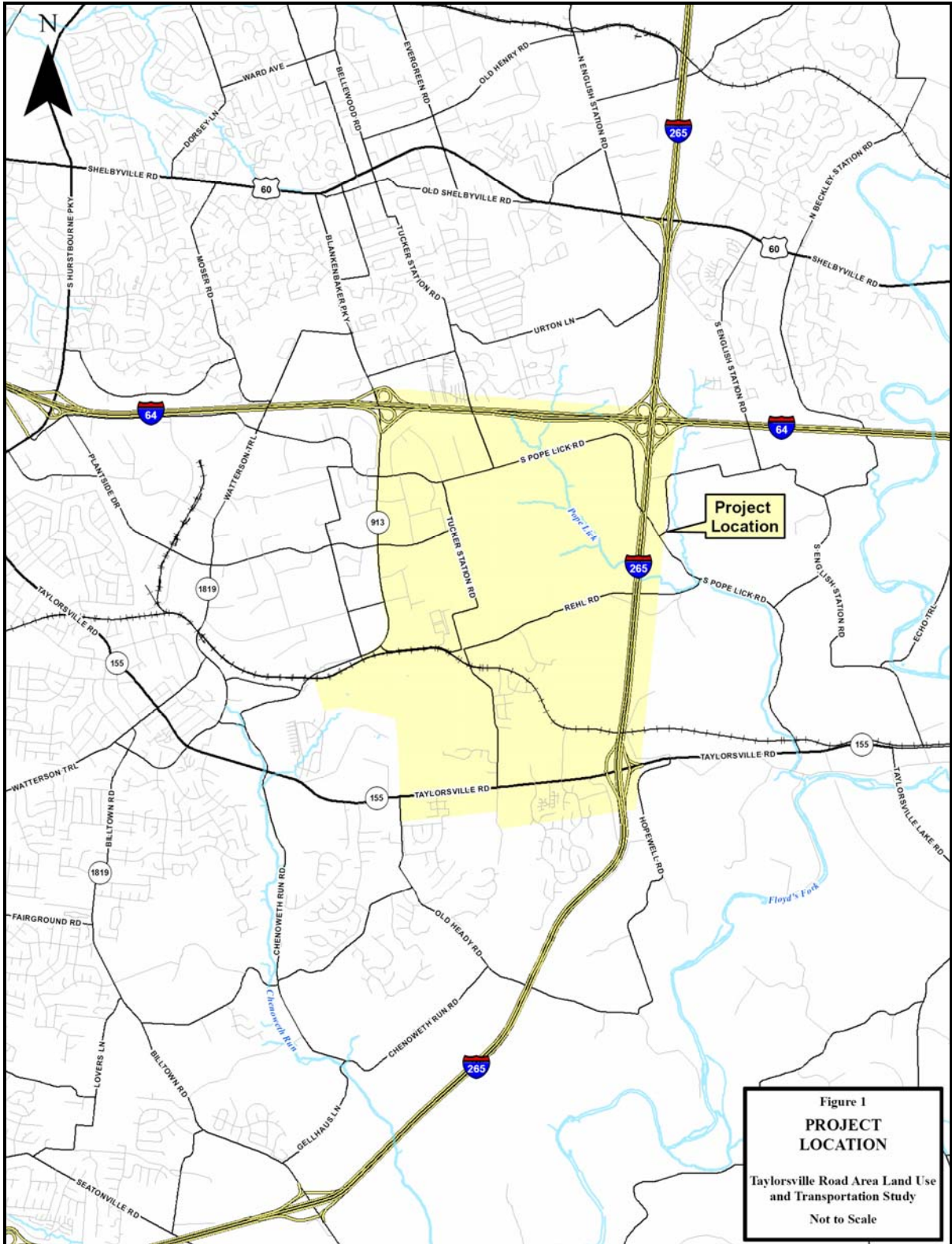
- A planned new route of Urton Lane Extension north-south through the project area and beyond, this entire corridor is located “inside,” or west of I-265 (Gene Snyder Freeway)/KY 841
- Six different properties along Taylorsville Road (KY 155) in the study area are proposed for development with pre-applications filed with the City. Other properties are known to be in the process of being developed or re-developed.
- A planning study by the Kentucky Transportation Cabinet to analyze short-term and long-term improvements to Taylorsville Road (KY 155)
- A proposed new interchange linking Rehl Road and I-265 is being studied by Louisville Metro and KYTC
- A proposed major economic development located on 283 acres east of Blakenbaker Parkway and west of I-265, known as the Hollenback-Oakley property. This would include an extension of Plantside Drive east from Blakenbaker to Rehl Road.
- East of I-265 Louisville Metro and several non-profit organizations are acquiring thousands of acres to implement a major public parks project, known as Floyds Fork Greenway Corridor

2.0 Study Objectives and Process

There are two main elements of the planning study: land use and transportation. For land use, the study examined existing developments, proposed developments, zoning, and the Form District designations. For transportation, the study examined the various proposed transportation projects in and affecting the study area, with an emphasis on the proposed location of the Urton Lane Extension through the study area, and how it interfaced with other transportation projects and the existing, approved, and proposed land use. The land use and transportation elements are addressed below in Sections 3.0 and 4.0, respectively.

2.1 What Is The Study Area?

The study area is bound by I-265 to the east, I-64 to the north, to the west is Blakenbaker Parkway and Blackacre State Nature Preserve, and to the south is the Taylorsville Road corridor. The area is west and south enough to include the properties that are currently proposed for development along Taylorsville Road. (See Exhibit 1, page 2; and Exhibit 2, in the back of this report).



2.2 Who Comprised The Steering Committee?

The planning process was governed by a steering committee made up of the agencies listed below:

- Louisville Metro Public Works
- Louisville Metro Planning and Design Services
- Louisville Metro Economic Development
- Louisville Water Company (LWC)
- Louisville Metropolitan Sewer District (MSD)
- Kentuckiana Regional Planning and Development Agency (KIPDA)
- Kentucky Transportation Cabinet (KYTC)

Minutes from the Steering Committee meetings can be found in Appendix A.

2.3 What Type Of Public Involvement Occurred?

In addition to the involvement of the steering committee, a public meeting was held May 7, 2007 at Saint Michael Church, which is located within the study area. Approximately 198 individuals attended and 87 written comments were received. At the meeting a presentation was given and numerous displays were shown that illustrated the existing and proposed land use, zoning, and form districts, and potential corridors for the Urton Lane extension.

The most common comments received were as follows:

- Overall support of the Urton Lane project, but differences in opinion regarding the location:
 - The majority opposed an alignment bisecting the existing Saint Michael's property from the property Saint Michael has acquired for future expansion to the west (Alternative "C")
 - Second, individuals preferred the alignment closest to I-265 (Alt A)
 - The next most popular comment suggested the redesigning of Alternative B, which is near but south and east of Saint Michael
- General support for a change in Form District including the Tyler Retail development east to I-265
- General support for preservation of the rural character and historic resources of the original Tyler Settlement and Blackacre Nature Preserve

A summary of the comments received is included in Appendix B.

3.0 Land Use

3.1 Existing and Approved Land Uses

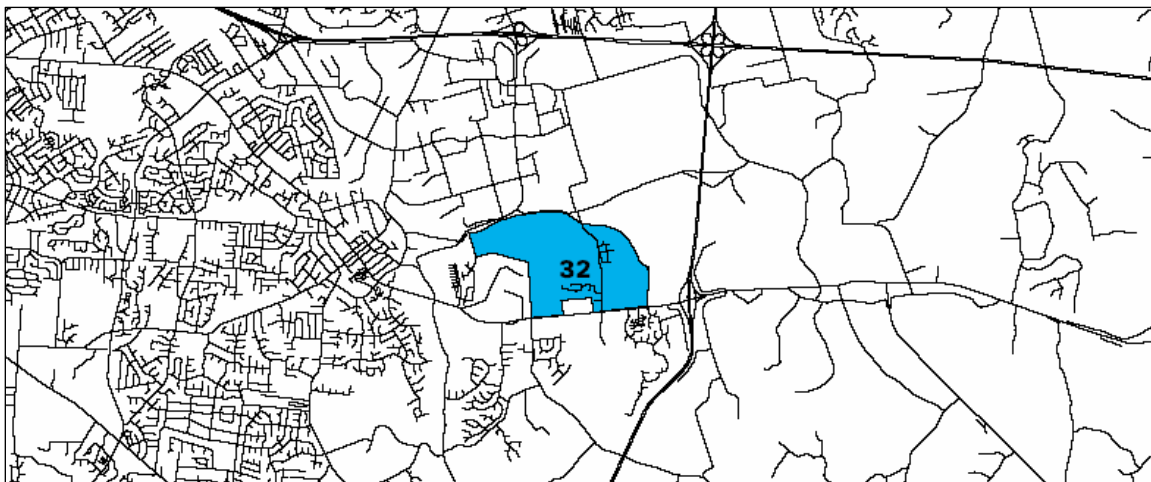
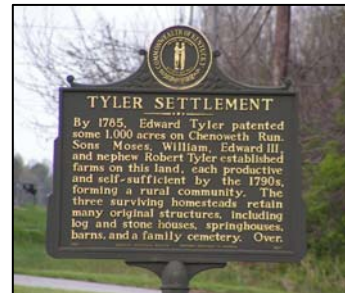
For the study area the existing land use is strikingly mixed. It includes one of the newest and highest density industrial and commercial areas of the region—Bluegrass Industrial Park in Jeffersontown—, one of the oldest settlements in this portion of Kentucky—the Tyler Rural Settlement Historic District established in the 1780's—, and the Blackacre State Nature Preserve—at 178 acres it is the largest nature preserve in the a multi-county area.

Outside of these extremes, there is a mix of old rural and new suburban/ subdivision residential developments. Commercial establishments are along both Blakenbaker Parkway and Taylorsville Road. There are no public schools or public buildings in the study area, but there is the Saint Michael Church and Parochial Elementary School located off Stone Lakes Road.

Following are descriptions of some of the major land uses in the area. Each of these land uses characterize the area and during the planning process proved critical for identifying future land uses and the location of the Urton Lane extension.

Tyler Rural Settlement Historic District

In 1986, 605 acres were placed on the National Register of Historic Places (NRHP) as a Historic District. This area includes the Blackacre Nature Preserve and approximately 309 acres that are generally located to the east of Blackacre, as shown in the figure below. This settlement is from the 1780's and is one of the oldest in this portion of Kentucky. More recent land use changes in the eastern portion of the district have taken away from the historic context of the entire district, but the district boundaries have not been modified to exclude those areas. Outside of Blackacre, but within the Historic District two known historic sites remain: the Robert Tyler Settlement, which consists of several log cabins and a springhouse located just north of the Tyler Retail Development; and, the Tyler-Sweeny Farm, located at along Taylorsville Road, west of Tucker Station Road.



Cornerstone 2020 Core Graphic 4: Historic Districts

Blackacre State Nature Preserve

Blackacre is 170 acres and the largest State Nature Preserve in Jefferson County. Blackacre in total occupies 296 acres; the remaining 126 acres are not in the State Nature Preserve but are held in fee simple by the Blackacre Foundation, who manages the site.



Clear Channel

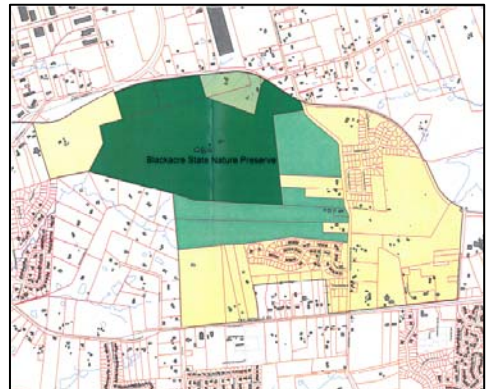
Clear Channel Communications owns a 47-acre site within the historic district on which they have four large communication antennas. Under each antenna is communication wiring and grounding wires. This parcel, while large and appears to be mostly open space on the surface, is an occupied land. In addition to underground wiring the antennas communicate with each other as one unit. This information was obtained through coordination with Clear Channel Communications, who also stated they had no plans for abandoning the site. Any changes to their site would jeopardize their 50,000 watt communication strength, service and operational competitiveness.



Tyler Rural Settlement Area / Neighborhood Plan

In 2006 Louisville Metro Planning and Design Services completed a Draft Neighborhood Plan for the Tyler Rural Settlement. The Tyler Rural Settlement area is shown in the map below, taken from the planning study. The plan called for preservation of the rural character of the area, with an emphasis on preservation of the remaining historic resources of the original Tyler Settlement. The following is from the study's visioning statement:

In our future vision of the Tyler Rural Settlement District, the natural, rural character of the area is preserved, while respecting individual property rights....Tucker Station Road serves as the primary corridor, yet the existing rural character shall be maintained and enhanced. p.10



The plan has not yet been adopted, but as of this writing it is in the adoption process.

Bluegrass Industrial Park / Hollenback-Oakley Development

Bluegrass Industrial Park is the major employment center for eastern Jefferson County. Blakenbaker Parkway bisects the development and is the arterial serving the development. This industrial park includes approximately 1,800 acres and houses 850 companies with some 40,000 employees.

East of this area the current land use is typical of rural residential areas in eastern Jefferson County— isolated single family homes on lots one to five acres. Some are interspersed with open land or farm land and an occasional church. But recent rezoning and adopted plans call for more intensive land

uses in the Hollenback-Oakley development. This development will be of a similar character as the Bluegrass Industrial Park.

Tyler Retail Development

The Tyler Retail Development is located along the north side of Taylorsville Road, just west of Stone Lakes Road on 81.8 acres. It includes a Kroger and numerous out lots and strip commercial buildings. Construction is still ongoing. When it was proposed and approved it was to be the neighborhood commercial center for the surrounding residential developments.



Saint Michael

Saint Michael Catholic Church and parochial school is located on an 8-acre site in the study area off Stone Lakes Road. The school has approximately 500 students and the church has over 1,000 members. The church recently acquired 12 acres on the west side of Stone Lakes Road where they propose to build a new sanctuary and a recreational area including a football/soccer field and a baseball/softball diamond. Land for the athletic fields was identified and preserved as part of the Tyler Retail Development.



Residential Subdivisions

Throughout the study are the following platted existing residential developments:

- Stone Lakes
- Grand Lakes (Phase 1 is under construction, phases 2 and 3 are approved)
- Woods of Fox Creek
- Tucker Lake Estates

Following are residential subdivision that are approved but not yet developed:

- Bradford Commons (multi-family development located off Tucker Station Road and Rehl Road)
- Grand Lakes (Phases 2 and 3) (all three phases total 88 acres and 176 single-family homes)

3.2 Proposed Developments

There are six developments proposed in the study area, totaling 85 acres that are under review and have not yet been approved (see Exhibit 3). Each would require a change in zoning and each are located along Taylorsville Road between I-265 and Tucker Station Road. Louisville Metro Council placed each of these developments on hold until the completion of this planning study. From west to east, they are:



- Chapel View, a proposed 423-unit apartment complex, located at the southeast corner of Sweeney Road and Taylorsville Road on 26.6 acres
- Tyler Gate, a currently-proposed commercial development located at the northeast corner of Taylorsville Road and Tucker Station Road on 6.3 acres
- Tower View Farm, located along the north side of Taylorsville Road, between the proposed Tyler Gate development and the existing Tyler Retail development on approximately 15 acres
- Tyler Retail #2, a proposed commercial development located in the northeast quadrant of Stone Lakes Drive and Taylorsville Road on 10 acres
- Icon, a proposed commercial development located between Tyler Retail #2 and I-265 along the north side of Taylorsville Road on 37 acres
- Principle Properties, a proposed mixed commercial and residential (apartments) development located along the south side of Taylorsville Road, west of Hopewell Drive on 4.4 acres

3.3 Existing Zoning

The zoning in the study area is illustrated on Exhibit 4. There are three types of zoning in the area: 1) Planned Employment Center in the north for the Bluegrass Industrial Park and Hollenback-Oakley development; 2) commercial for the BP gas station located at the northwest quadrant of Tucker Station Road and Taylorsville, one small area of the Tower View Farm site, the Tyler Retail Development, and the Sports Page Restaurant Development along Hopewell Drive; and 3) residential zoning applies to the balance of the land.

3.4 Existing Utilities

In the recent past the Hollenback-Oakley development was approved to expand sewer service east to the MSD wastewater plant located along Floyds Fork, just north of I-64. They were able to afford this due to the recently enacted “recapture agreement,” which allows them to sale capacity and tap-ins to the trunk line to recapture their initial costs. This arrangement will now allow most if not all of the study area to be served by sewers. Sewer availability greatly increases the option for more intense developments. This change will likely encourage a more rapid pace, and more intense, development than without sewer service. The existing utilities according to LOJIC data and mapping are illustrated on Exhibit 5.

3.5 Form Districts

Form Districts are an important element to Cornerstone 2020 (the Jefferson County Comprehensive Plan) to govern the design of developments. There are three different Form Districts in the study area, illustrated on Exhibit 6:

- Suburban Workplaces (SW) are defined in Cornerstone 2020 as “large scale industrial and employment centers buffered from surrounding uses.” Within the study area the SW Form District is located in the north to include the Bluegrass Industrial Park, the recently approved Hollenback-Oakley development, and other land near I-64 and I-265 that is characterized by rural residential land use and zoning today, but is envisioned to include workplace type developments in the future.
- Special District Neighborhoods (SDN) are defined in Cornerstone 2020 as “having distinctive natural, cultural, architectural, historic or visual resources. Development will be permitted within these districts based upon each area's infrastructure capacity and resource base.” This Form District in the study area is for the Tyler Rural Neighborhood Area, including the



Historic District and Blackacre. The Neighborhood Plan calls for conservation-orientated residential designs that preserve trees and keep a rural character.

- Neighborhood Form Districts are defined in Cornerstone 2020 as “a compact residential area integrated with public spaces such as parks, playgrounds or schools, and shops located at certain intersections.” This Form District occupies the balance of the study area. Land uses in this form are often mixed, but non-residential land uses are usually smaller in nature and isolated or in small clusters.

3.6 Planning Study Land Use Recommendations

The objective and purpose of this planning study is not to identify future land uses or zoning for specific parcels, but rather to look at the overall land use development patterns and consider if the Form District designations should be changed. Following are some questions addressed during the planning process.

Should There Be A Form District Change?

The area experiencing the most change that is inconsistent with the Neighborhood Form District is along Taylorsville Road, as described above. The recently approved changes, i.e., Tyler Retail Development, and the six proposed developments along the corridor, coupled with the proposed expansion of Saint Michael Church, are collectively reaching a density that is higher than appropriate for a Neighborhood District. The commercial and/or office space for a Neighborhood Form District is typically around 100,000 square feet in one cluster. The existing and proposed developments easily exceed that amount and could possibly reach some 500,000 square feet of office and commercial. A Form District that would encourage such density could include a Suburban Marketplace Corridor, a Town Center, or a Regional Center.

What Should the Form District Change Be?

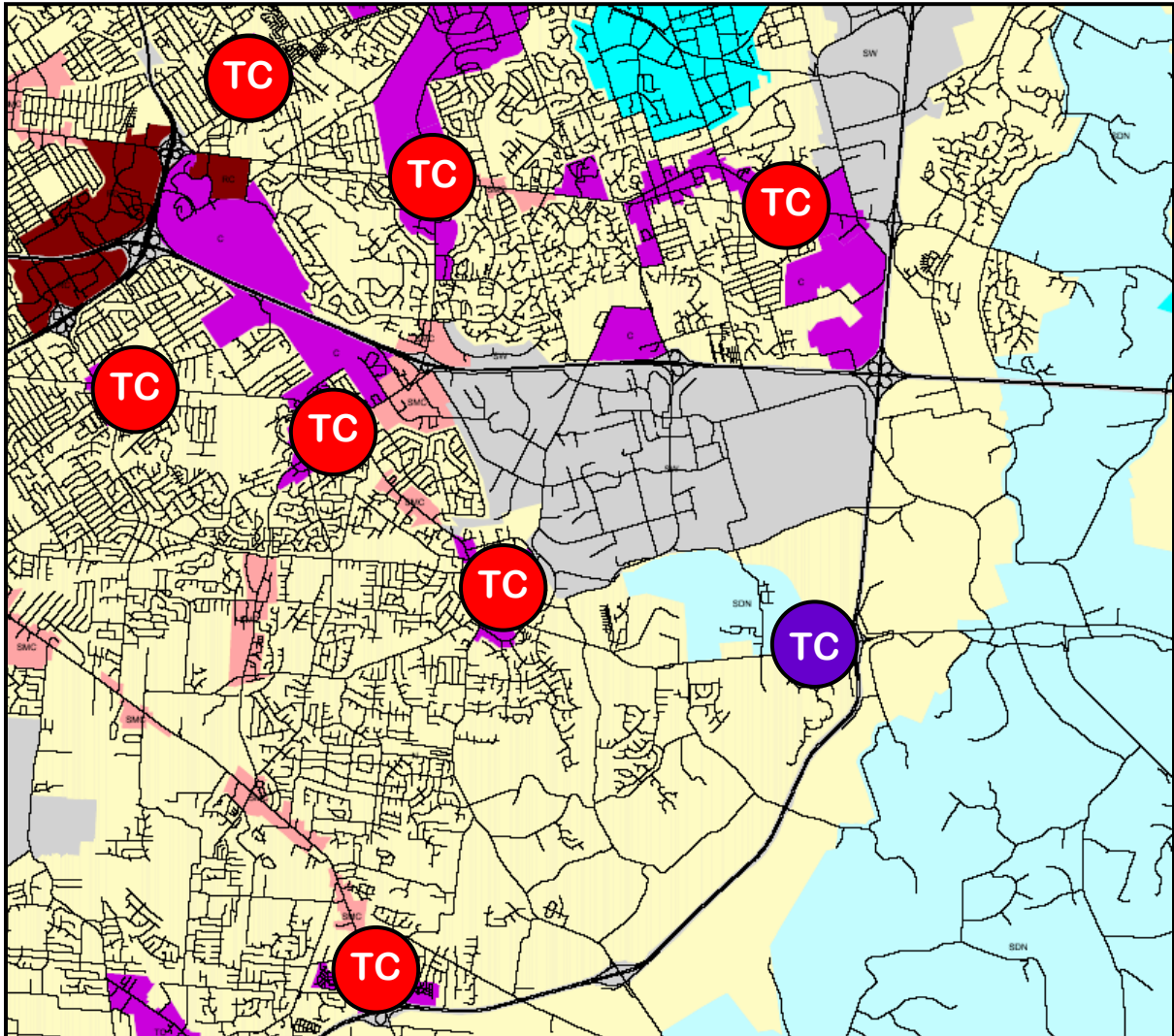
Cornerstone 2020 calls for no more Suburban Market Place Corridors. Such corridors include Dixie Highway and Preston Highway in south Louisville. These areas are characterized by continuous commercial or office space along both sides of the highway. Therefore such a Form District could not be recommended for Taylorsville Road. A Regional Center Form District includes such areas as Mall St. Matthews and Oxmor Mall off of I-264. The intensities of these developments have a regional attraction for shopping, and are not what would be appropriate for the commercial area along Taylorsville Road. **A Town Center is the most appropriate Form District for the area for the following reasons:**

- A Town Center Form District calls for a cluster of commercial and office space in a density similar to that which has been proposed for the area. A Town Center Form also calls for a mix of residential and institutional, such as churches and governmental buildings. The definition in Cornerstone 2020 is “A community-serving center with retail, office, governmental, cultural and residential uses.” While no governmental buildings are proposed, Saint Michael School and Church would be compatible.
- Town Center Form Districts are best characterized by a road network that includes a grid pattern with various arterials and collectors linking it to the surrounding residential areas. At present, the only such road that would serve the proposed Town Center is Taylorsville Road, which runs east-west. However, the proposed Urton Lane Extension would provide the needed northern connection that would support the Town Center concept. It should be stated,



therefore, that **without the Urton Lane Extension, the change to a Town Center Form District is not recommended.**

- Town Centers within Jefferson County should be spaced at appropriate distances from each other. Therefore the spacing of such Form Districts was analyzed, and like the analysis of the density of development, the conclusions support the location of a Town Center Form District along Taylorsville Road. The nearest other Town Centers are Fern Creek to the south, Middletown to the north and Jeffersontown to the west. Below is a map of other Town Centers in eastern Jefferson County (in red), and shows that the spacing is consistent with a future Town Center at Taylorsville Road (in purple).





Where Should The Exact Location Of The Town Center Be?

The exact location of the future Town Center Form District was studied in detail, and the proposal is shown on Exhibit 6. In summary, it is proposed to extend from the western boundary of the Tyler Retail Development east to I-265. South of Taylorsville Road it would include the Portland Christian School, which is opposite the Kroger on Taylorsville Road, east to I-265, but exclude the residential development of Stone Lakes Subdivision. To the north it would extend to the railroad track to include all of the proposed Icon development and the existing and proposed expansion of Saint Michael Church and School. This area includes the proposed location of the Urton Lane Extension, which would provide the needed northern connection to/from the Town Center, as described in Section 4.0, above. The size of the proposed Town Center Form District is 116 acres.

What Are the Form District Recommendations?

The recommendation is to change the Form District from Neighborhood to Town Center in the area identify on Exhibit 6 for the reasons identified above. The land use and internal transportation linkages within the Town Center Form District would be considered on site-specific bases as developments are proposed. But overall the land use within the Form District could be denser than that which is currently allowed or proposed, and the transportation network should be placed on a grid pattern with an emphasis on pedestrian and bicycle facilities. One link of the grid pattern would be a north-south link from Taylorsville Road north to the future Urton Lane Extension, as described in Section 4.0, below. The Urton Lane Extension would provide a needed connection for the Town Center Form District; without it, the change in Form District is not recommended.



4.0 Transportation

The main transportation element considered in this study is the location of the Urton Lane Extension. Following is the background information, purpose and need, alternatives description and recommendations for this project. Section 4.2 includes information on other transportation projects in the study area.

4.1 Urton Lane Extension

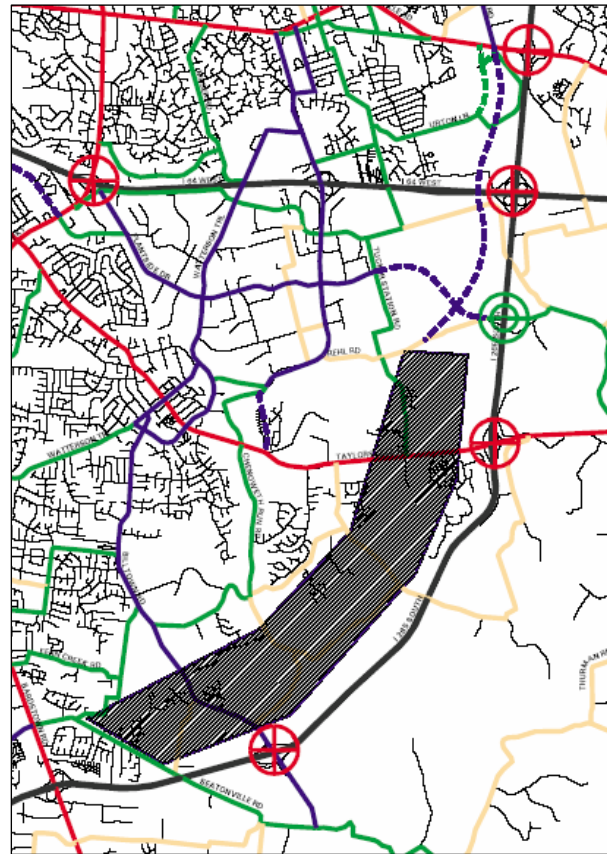
4.1.1 What is the Project and Its History?

The Urton Lane Extension is a proposed new route in eastern Jefferson County beginning in the south at Bardstown Road (US 31E), and extending north and northeast along Beulah Church Road, to Seatonville Road, Billtown Road, Taylorsville Road, Rehl Road, South Pope Lick Road, over I-64, to existing Urton Lane, and terminating at Shelbyville Road (US 60). The entire corridor is located just inside (west of) the Gene Snyder Freeway (I-265). The project has been in the Jefferson County Thoroughfare Plan since the 1990's (as shown to the right), and it is also included in both KIPDA's Long Range Plan and Transportation Improvement Plan (TIP). Throughout the corridor various proposed developments have been proposed and through the planning process, rights-of-way for the future road have been preserved as necessary.

For this road to become a reality, Louisville Metro must continue to require proposed developments to preserve rights-of-way for the recommended corridor. Once rights-of-way are acquired, funding for design and construction must be sought and obtained.

4.1.2 Why Build the Road?

“Why build the road?” is answered through the “Purpose and Need Statement,” which is a typical element in the plans for most major highway projects. Following is the Purpose and Needs for the Urton Lane Extension.



Purpose: The purpose for the Urton Lane Extension project is to provide a north-south minor arterial west of and parallel to the Gene Snyder Freeway (I-265) that will link numerous local roads and arterials that extend in a radial fashion through the area. The objective is to be proactive by planning the road and preserving the right-of-way before development occupies the land and closes the opportunity to place a road without causing negative impacts to the new development—the entire area is already zoned for single family residential (R4) or more intense uses. This linkage will provide an alternative route for the new development to avoid cut through traffic from the existing subdivisions; remove local trips from the I-265 interchanges and mainline; and provide an alternative route to I-

265 during incidents and road closures. Although desirable, it is not necessary for the road to maintain continuity at major arterials, since access to the major arterials, and their connection with the interstate network, will meet the needs of the traveling public. Such arterials with interchange with I-265 in the corridor include Billtown Road and Taylorsville Road.

Need: The needs for the project are based in part on an ever increasing demand for new housing and new commercial developments in the eastern portion of Jefferson County. Hundreds of acres and thousands of residential dwellings and square feet of commercial and office space have been approved within the area in the last few years, and many more are currently proposed and in the long-term plan. Rapid development characterizes the area. The road network, however, consists of arterials placed in a radial fashion extending out like spokes on a wheel, with very few north-south links between them. Blakenbaker Parkway is the newest and largest north-south road in the area, and it bisects the Bluegrass Industrial Park and provides the only local access interchange with I-64 in the study area, east of Hurstbourne Parkway. Because of the intensive land use and no other option to access I-64, Blakenbaker Parkway is very congested and experiences daily delays and problems. Tucker Station Road is a rural, windy substandard road that bisects the Tyler Rural Settlement Historic District and experiences more traffic than it is designed to handle. However, it provides a key link between Taylorsville Road and Blakenbaker Parkway and the industrial areas. Without an extension of Urton Lane traffic will increase on Tucker Station and Blakenbaker Parkway at rapid rates to access the existing and planned growth in the Suburban Workplace Form District and anticipated residential developments. Additionally, without the Urton Lane Extension traffic from future and new developments will use subdivision streets and any cut through link to access arterials. Cut through traffic in neighborhoods and rural roads are common problems in the area caused by lack of roadway connections. The Urton Lane Extension is essential in providing a connection to the existing arterials and away from local/subdivision streets from the existing, new and proposed developments. The forecasted 2020 Average Daily Traffic for Urton Lane between Taylorsville Road and Rehl Road is 11,100. From Rehl Road north to Plantside Drive it is 13,700, see Appendix D.

Regarding I-265, without the Urton Lane Extension local trips will continue to use the Gene Snyder Freeway to go from exit to exit for shopping, entertainment, work, and various daily trips. This use of the interstate for these local trips is resulting in congestion on the mainline and the interchanges. A new Urton Lane Extension would provide an alternative choice for local trip other than I-265. As a result, the new route would improve capacity at the interchange and the mainline.

The Urton Lane extension would meet the need to provide an alternative route to I-265 during incidents that shut down the interstate. Traffic on I-265 has no alternative corridor, except for circuitous combination of routes known only by locals, to get around the incident. The Urton Lane Extension would provide that option between US 60 and US 31E in Eastern Jefferson County.

4.1.3 What Constraints Affect the Location of the Proposed Road?

Much of the planning process and public comments for this planning study were focused on the future location of the Urton Lane Extension from Taylorsville Road north, and why it should or should not be in certain places. One key issue surrounding the decision-making process is comments from the public (many of which represent special interest, such as Saint Michael, developers, historic preservationist, and Blackacre). Other issues include cost prohibitive locations, traffic circulation, historic preservation laws, right-of-way acquisition/property impacts, topography, and locations where rights-of-way have been preserved. Select constraints are illustrated on Exhibit 7.

South of Taylorsville Road

To the south, right-of-way for Urton Lane has been preserved along Sweeney Road, which is opposite Tucker Station Road. Because of current developments along the south side of KY 155, this is the best and most practical location. From Sweeney Road east to the right-of-way for I-265 the land is entirely developed or approved for development. Some public comments recommended the future Urton Lane Extension follow Hopewell Drive and then parallel I-265 but that option is not possible for two reasons: 1) Hopewell Drive is only 600 feet east of the ramps to/from I-265 southbound, which is too close to efficiently move traffic along KY 155, and 2) south of Hopewell Drive, Stone Lakes Subdivision has committed and been approved for land use and development adjacent to the I-265 right-of-way.



North of Taylorsville Road

To the north, multiple options were considered. Likewise, there were multiple factors that provided pros and cons for each alignment option. Following is a list of the factors that affected the alternative consideration process.

Corridor Constraints

- Norfolk-Southern Railroad Corridor

Crossing the railroad track is major constraint and safety concern for the existing road network and the placement of the Urton Lane Extension. New at-grade crossings are strongly discouraged and required the closure of two to three other at-grade crossings before being approved. Therefore, the future Urton Lane Extension would need to bridge over or tunnel under the tracks. Tunneling under the tracks is not prudent in the study area because of the topography; specifically, the only place where the tracks are on a fill large enough for a tunnel there is a lake on the north side of the railroad tracks that provide environmental, engineering, and cost constraints. To bridge the tracks the best location is just west of I-265. This is the only place in the study area where the railroad bed cuts through a hill; the rest of the railroad corridor, from just west of I-265 to Rehl Road is on fill. Bridging the railroad at a cut will reduce the size and cost of the bridge. Therefore, placing the Urton Lane Extension just west of I-265 is recommended.





- Tyler Rural Settlement Historic District

The Historic District is described in Section 3.1, above. Historic Districts are afforded certain levels of protection by two laws that govern federal highway projects: Section 106 of the National Historic Preservation Act and Section 4(f) of the 1966 Department of Transportation Act.

What is Section 106?

Section 106 is a process law (rather than a substantive law) that says the federal government must take into account the historic resources when considering major actions and projects. The process includes coordination with interested parties, including the State Historic Preservation Officer, and includes consideration for avoidance, minimization, and mitigation to any adverse effects. Whether or not the project crosses the historic district, if federal funds are used, or any federal action taken, such as a US Army Corps of Engineers permit, the Section 106 process must be implemented.

What is Section 4(f) And How Does It Affect The Urton Lane Location?

Second and more applicable to the proposed Urton Lane Extension is Section 4(f), which is a substantive law (as opposed to a process law). Section 4(f) states the Federal Highway Administration (or any arm of the US DOT) “can not use land in a historic site, public park, or wildlife refuge unless there is no prudent and feasible avoidance alternative.” In short, this law forces the selection of an option outside this Tyler Rural Historic District and its contributing elements, if it is prudent. Therefore, since there is a prudent and feasible alternative to using the historic district, any option crossing the historic district cannot be selected.

Hasn’t Much of the Land In The Historic District Been Developed?

To be sure, since the listing to the National Register in 1986, much of the historic district has undergone change and non-contributing elements now occupy much of the district, especially in the east where the Urton Lane Extension has been proposed. The only known contributing element in the eastern portion of the district is the Robert Tyler Settlement (JF-0259), located north of the Tyler Retail Development and south of the Clear Channel property, and includes the driveway from KY 155 north to the site. Therefore, many have argued that much of the district is no longer historic and should not be protected by Section 4(f). This argument has merit. In fact, if a historic district can not be avoided by a prudent alternative, then the 2005 FHWA Section 4(f) Policy Statement directs that a “Swiss cheese” approach be taken to avoid the contributing elements (i.e., avoid the historic/contributing elements). To take this approach, however, also has constraints and issues:

1. The Urton Lane Extension must cross the railroad track to the north either at a fill or at Stone Lakes Drive, both of which would be much more costly than crossing near I-265.
2. North of the railroad track is a lake that would have to be crossed, by either a very long bridge, constructing an isthmus, or draining the lake, each of which would cause environmental, engineering, and cost constraints.

3. Urton Lane would have to bisect either the Saint Michael programmed expansion or the Clear Channel property, both of which are difficult. The Saint Michael property is not recommended because of the impacts to the school and church and their plans for growth. The Clear Channel property is not recommended because of the cost and impact to their service, as described above.
4. Such a location is still within the boundaries of the historic district, which is listed on the National Register of Historic Places and would require significant coordination, documentation, and effort for both the Section 106 process and Section 4(f) documentation to prove there is no prudent and feasible alternative to the use of the district, which would most likely prove false since the location at Stone Lakes Drive avoids the historic district in total.

- Clear Channel Property

Clear Channel Communications owns a 47-acre site within the historic district on which they have four large communication antennas. Under each antenna is communication wiring and grounding wires. This parcel, while large and appears to be mostly open space on the surface, is an occupied land and a constraint to the location of the Urton Lane Extension. In addition to underground wiring the antennas communicate with each other as one unit. This information was obtained through coordination with Clear Channel Communications, who also stated they had no plans for abandoning the site. Any changes to their site would jeopardize their 50,000-watt communication strength, service and operational competitiveness.



- I-265 Interchange

The location of the I-265 southbound ramps from/to KY 155 provides a constraint to where the Urton Lane Extension can intersect with KY 155. Spacing between the ramps and a major intersection should be 1,000 to 1,200 feet. Hopewell Drive is only 600 feet west of the ramps, and Stone Lakes Drive is 1,200 feet west. This factor restricts the location of Urton Lane to the Stone Lakes Drive corridor. It could not be located east of Stone Lakes Road because it would be too close to either Stone Lakes Road or the I-265 southbound exist and entrance ramps. It should be noted that it was proposed, but decided not acceptable, to shift Hopewell and Urton Lane 200 feet west so that it is 800 from both the ramps to the east and Stone Lakes Road to the north. The 800 foot spacing, however, is still too close for the efficient movement of traffic through three signalized intersections (the ramps, Urton/Hopewell, and Stone Lakes).



4.1.4 What Alternatives Have Been Considered?

The following alternatives have been considered: No Build, A, B, C, D, E, F, G, H, and two alternatives recommended during the public involvement process: placing the Urton Lane Extension east of I-265 and using Tucker Station Road to Rehl Road. Each of these is described below and illustrated on Exhibits 7 and 8, located in the back of this report.

No Build Alternative

If the No Build alternative is selected, future developments would not be served, traffic on existing roads (especially Tucker Station Road) would continue to worsen, local trips would continue to congest I-265 and the interchanges, and an alternative to I-265 during road-closing incidents would not be provided.

Since the area is zoned for single family (R4) and notably more intensive land uses in the Suburban Workplace Form District to the north, developments will continue to occur with a substandard road network to serve them, and the traffic would overload the existing network and find cut through routes to reach destinations.

The No Build alternative would also be inconsistent with the long range plans for both Jefferson County and KIPDA, and actions the Planning Commission has taken to 1) preserve right-of-way from other developments throughout the Urton Lane Extension corridor, and 2) approve developments throughout the area.

For these reasons the No Build Alternative would not meet the project Purpose and Need and is therefore not recommended.

Build Alternative Alignments

The following alternative alignment analysis applies only to the section of the Urton Lane Extension between Taylorsville Road and Rehl Road. In the vicinity of Rehl Road, the approved Grand Lakes subdivision (Phase 3) has preserved right-of-way for the Urton Lane Extension. In between these two set areas a variety of alternative alignment locations have been considered as part of this planning study.

What Alternatives Have Been Considered but Eliminated, and Why?

- Alternatives “E,” “F,” and “G,” each connect with Alternative “H,” which is the reconstruction of Tucker Station Road from Taylorsville Road/Sweeny Road north. Alternatives “E,” “F,” and “G,” would each turn east before (south of) Blackacre State Nature Preserve and the Tucker Lake Estates subdivision, and use different alignment locations. Each of these alternatives is eliminated from this planning study as viable options because of the use of the land within Tyler Rural Historic District, which is prohibited by Section 4(f) of the 1966 Department of Transportation Act. In short, because of Section 4(f) neither of these options can be built with federal government funds. Private interests have expressed a desire to construct Alternative G (the southern most one) for various reasons, and can do so, but without federal government funding. One of the objectives of this study is to keep the option open for the use of federal funds; therefore, compliance with federal laws must be followed, and neither of these alternatives can be identified as preferred for this proposed governmental project.





Each of these would use Alternative “H,” the reconstruction of Tucker Station Road, but how these alternatives differ from each other is as follows:

- Alternative “E” would turn east onto new alignment at the Clear Channel property and traverse along that that property before turning north and crossing the railroad track at Stone Lakes Road. In addition to the constrain to crossing the historic district, crossing the Clear Channel property is cost prohibitive and crossing the railroad track at Stone Lakes Drive would require a longer and higher bridge and therefore be much more costly than crossing near I-265. For these reasons this alternative has been eliminated.
- Alternative “F” would turn east onto new alignment south of the Clear Channel property and traverse through the Robert Tyler historic site and then turning north across both the Clear Channel property and the planned expansion of Saint Michael Church before bridging the railroad track at Stone Lakes Drive. This alignment would have adverse effects to Saint Michael and a more costly railroad crossing than being located near I-265.
- Alternative “G” would follow the same path as “F” except it would not turn north until after crossing Stone Lakes Road south of exiting Saint Michael Church and School, but adjacent to Saint Michael’s proposed sanctuary and through the recently-construction Norton Healthcare Immediate Care building. This alternative would turn north east of the church and cross the railroad track at the desired location (i.e., the cut) near I-265.

Alternative “G” is supported by various developers because it would provide a back road to the Tyler Retail Development and continue to Tucker Station Road, improving the access and mobility to various proposed developments. This Urton Lane alignment has appeal, but also has numerous constraints, including impacts to Saint Michael’s proposed sanctuary, the Norton Healthcare building, the retention basis for the Tyler Retail Development, the Robert Tyler Historic Site, and several private landowners; therefore this option is not recommended. Further, this option cannot be advanced with federal funds because of the protection provided to the historic district by Section 4(f), especially to the Robert Tyler Settlement, the only known contributing element of the Historic District in the eastern portion of the district.

There has been discussion that a proposed road extension between Stone Lakes Drive and Tucker Station Road could be advanced as a separate project. If that is to be done it must have its own independent utility and purpose and need, and be financed with private, local, or state funds to avoid Section 4(f) involvement. Should federal fund be used it would have to be demonstrated that there is no prudent and feasible avoidance alternative to using property within the Robert Tyler Settlement. It should also be noted that if a permit from the US Army Corps of Engineers is needed, it would trigger federal involvement and the Section 106 process [but not Section 4(f)]. More specifics regarding this as a separate project are provided in Section 4.1.5, below. In summary, because of the various impacts, including those to Saint Michael’s proposed sanctuary, this option is not recommended.

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- Alternative “A” would begin at Hopewell Drive, approximately 600 feet west of the I-265 ramp, and extend north onto new alignment before turning east toward I-265 before crossing the railroad track. This was the preferred alternative north of Taylorsville Road identified in the 2004 Urton Lane Corridor. In that study it was also identified as Alternative “A”.

The 600-foot spacing is too close to the interstate ramps to be acceptable by the KYTC. Because this alignment was favored by many public comments, a meeting was held with KYTC to see if other adjustments could be made to this alignment to make it acceptable. An option to move both the alignment and Hopewell Drive 200 feet east, to be 800 feet from west of the ramps and 800 feet east of Stone Lakes Road, was also considered. But this adjustment would also not allow for the efficient movement of traffic.

Other public comments proposed that to address the spacing problem, the I-265 ramps be shifted east to provide the required spacing. This option is also not possible because neither KIPDA, KYTC, nor the Federal Highway Administration (FHWA) have included such a modification in their plans or budgets because the interchange currently operates at an acceptable level of service. Therefore, because of the inability to find a solution to the spacing problems, this alternative was eliminated from further consideration.

- Alternative “A/A” would be the same as Alternative “A” until north of the railroad. This option was included in the 2004 study with the name “Alternative A / Option A”. North of the railroad crossing Alternative “A/A” would be west of and parallel to Alternative “A.”

During the public involvement process no comments either supporting or opposing the alignment were made. This alignment has been rejected from further consideration because it provides no better location or design than Alternative “A,” which was the preferred alternative in the 2004 study, and for which right-of-way has already been preserved from the Grand Lakes development.

- Alternative “C” would begin at the same location as “B” but continue north along Stone Lakes Road in front of Saint Michael Church before bridging the railroad. This alignment would bisect the existing Saint Michael’s campus from their planned expansion to the west. For this reason the majority of public comments received were in opposition to this alignment. This alignment would also bridge the railroad at the more costly location, as compared to the option near I-265 and have impacts to one of the lakes north of the railroad track. For these reasons, Alternative “C” has been eliminated as a viable alternative.
- Alternative “D” is an option north of the railroad track that would be west of the overhead power lines. This option would provide no more benefit than the 2004 recommended Alternative “A,” for which right-of-way has been preserved through Grand Lakes subdivision. Therefore, Alternative “D” is not recommended for further consideration.
- “Reconstruction of Tucker Station Road to Rehl Road” is an alternative that several public comments suggested. This alternative was not placed on the original set of alternatives because of the unavoidable impacts to Blackacre State Nature Preserve, Tucker Lake Estates subdivision, and the residential houses located along Tucker Station Road at Rehl Road. The existing Tucker Station Road crossing at the railroad track would need to be replaced with an overpass that that would have numerous right-of-way impacts. The existing right-of-way of Tucker Station is approximately 40 to 50 feet; the anticipated right-of-way needed for the Urton Lane Extension is approximately 120 feet. North of Rehl Road, this alternative would not be in concert with the approved plans for the Hollenback-Oakley property or the Grand Lakes Subdivision, both of which have preserved right-of-way for the road in the eastern portions of their property. Because of all of these impacts and issues, this option is not recommended.



It should be noted that the Blakenbaker Parkway was originally planned to follow Tucker Station Road but for many of these same constraints it was located much further west, closer to Jeffersontown.

- “Placing Urton Lane East of I-265” is another alternative that several public comments suggested. This alternative was suggested because it would avoid the impacts to property owners and interests west of I-265. However, this alternative would not meet the purpose and need of the project, which is to create a corridor inside I-265 to serve the growth and developments in this area and provide a much-needed north-south connection to the existing radial roads west of I-265 in eastern Jefferson County. It would also not meet the purpose and need to remove local trips from traversing through, and lowering the capacity of, the I-265 interchange areas (specifically, the I-265/KY 155 interchange). If the Urton Lane Extension were east of I-265 traffic would have to drive through the interchange to access major attractions, such as the Tyler Retail Development, Saint Michael Church, subdivisions, and other developments. Several citizens noted that locating it east of I-265 has merit because there are few north-south transportation links in that area too. However, there are currently other plans being advanced to identify north-south (and east-west) corridors east of I-265 and south of I-64. This need will be addressed in those planning efforts.

4.1.5 Which Is The Recommend Build Alternative?

From the railroad track north to I-64, Build Alternative “A” is the preferred alternative. This is the alternative identified in the 2004 plan, and no new information or public comments would suggest any reason not to be in the same location.

South of the railroad tracks, however, Alternative “A” is not the preferred location because the connection at KY 155 is too close (within 600 feet) of the I-265 ramps. Rather, Alternative “B” is the preferred alternative but only with the following important elements. It is important to note that the alignment of “B” that was presented at the May 7, 2007 public meeting has been modified and the actually recommendation is that it would be located at a variety of possible locations between the north and south termini, as described below.

- First, in the south the termini at KY 155 must be Stone Lakes Drive, and in the north, the termini must be the railroad track crossing adjacent to I-265 (i.e., where it ties into Alternative “A”). Stone Lakes Drive must be the southern termini to meet the spacing requirements from the I-265 ramps to the east, and any further west is not possible until Tucker Station Road. Tucker Station Road is not possible because of the numerous reasons stated above: use of the historic district [and the protection provided by Section 4(f)], the clear channel property, crossing the railroad at a raised (or fill) section, and impacts to the lake north of the railroad tracks.
- Second, the exact location of the alignment between these set termini can be decided by the developers of the two properties it would traverse (Tyler Retail #2 and Icon) and Saint Michael Church., but that decision must comply with the following guiding principles:
 - 1) The design must have acceptable geometry for a 35-mile-per-hour design speed.
 - 2) The design must be compatible with the Louisville Metro Complete Streets policy for a Minor Arterial in a Town Center, including bicycle and pedestrian facilities. Louisville Metro will work with all affected parties to reduce impact to property values by minimizing the right-of-way required to adequately design the road.



- 3) Prior to Louisville Metro approval of any changes in land use or road construction, traffic studies demonstrating the functionality of the proposed street network must be prepared. These studies shall demonstrate acceptable functionality for all uses in the area prior to approval by Louisville Metro.
- 4) Buffering from Saint Michael church and school must be provided by landscaping and/or transitional land uses.
- 5) Safe and efficient access to Saint Michael, Tyler Retail, and future developments must be provided. An alternate access for Saint Michael from the North end of their property onto Urton Lane is recommended.
- 6) Coordination between Louisville Metro, Tyler Retail, Saint Michael, and the two proposed developments must be maintained in an effort to create a mutually beneficial plan.
- 7) Rehl Road/I-265 interchange or other road connections providing for dispersal of business park traffic should be completed before the Norfolk-Southern Railroad overpass is built.

What about Other Transportation Projects?

Access management along Taylorsville Road between I-265 and Stone Lakes Drive is addressed in this study. This issue was coordinated with KYTC. In summary, it is proposed that no left-turns be permitted onto KY 155 from either side of KY 155. Instead, rights-in and rights-out should be permitted, for both the North and South side of KY 155 with one left-in from KY 155 to Hopewell Drive.

What did the Public Say about Alternative B?

During the public involvement process there were two general comments about Alternative B: some flatly opposed this alternative (which at that time was adjacent to the southern boundary of the Saint Michael property and school building) and others recommend that if it is advanced the location be shifted south, further away from the church and school. Taking these comments into account, and coordinating with Saint Michael officials, it is the recommendation of this planning study that the exact alignment of Alternative “B” between the termini is best left to be decided as the land use changes are proposed in this corridor.

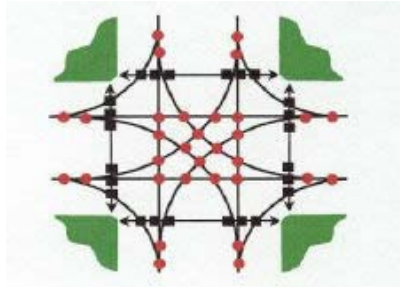
What about The Impacts To Stone Lakes Subdivision?

Locating the Urton Lane Extension across from Stone Lakes Subdivision appears to have the potential to attract cut-through traffic through that residential neighborhood. To mitigate this, it is recommended that the future phase of Stone Lakes be designed to discourage cut through traffic by creating a complex route requiring numerous stops and turns between KY 155 in the north and any future access to the Urton Lane Extension to the south. This strategy has worked successfully in many other similar situations around Louisville.

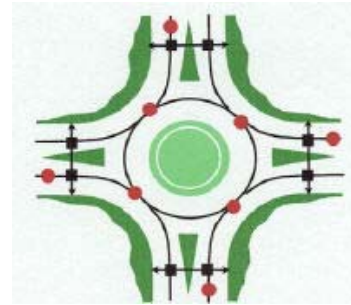


How Would People Access Saint Michael, Taylor Retail, or the Developments?

The design of the access to the church and the development would be designed by the developers and coordinated with all interests. Options such as a full intersection or a modern roundabout should be considered. A connection to the Icon property from Taylorsville Road from should be provided via a right-in/right-out (as described below). This connection could extend to the future Urton Lane Extension as part of grid street pattern that is encourage and appropriate for a Town Center Form District.



Typical Four-Way Intersection



Typical Modern Roundabout

What Would Happen To KY 155 Between the I-265 Ramps and Stone Lakes Drive?

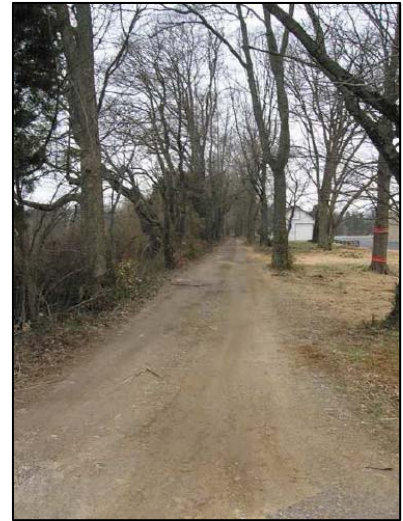
To ensure traffic flows efficiently on this section of KY 155 it is proposed that no left-turns be permitted onto KY 155 from either Hopewell Drive to the south or future development to the north. Instead, right-in and right-outs should be permitted, but with one left-in from KY 155 to Hopewell Drive, as shown in the exhibit below. This has been coordinated with and recommended by KYTC, who owns and has jurisdiction over KY 155. This design would force much of the access to the Tyler Retail #2 and Icon developments off of Stone Lakes Drive/the recommended Urton Lane Extension corridor.



Exhibit 9: Proposed Access Management On KY 155

What about A Connection Between Stone Lakes Drive and Tucker Station Road North of and Parallel to KY 155 (Alternative “G”)?

This has been a much-discussed issue in this planning study. As state above, this option would provide some traffic relief to KY 155 but it would also have a notable amount of constraints, including impacts to Saint Michael’s proposed sanctuary, the Norton Healthcare building, the retention basis for Tyler Retail, and the Robert Tyler Settlement. Private, local, or state funds could be used to construct a road between Stone Lakes Drive and Tucker Station Road north of and parallel to Taylorsville Road without Section 4(f) involvement. Should federal funds be used it would have to be demonstrated that there is no prudent and feasible avoidance alternative to using property within the Robert Tyler Settlement. This road would need to be a separate project with its own independent utility and its own purpose and need. It can not be included as part of the currently proposed Urton Lane extension because it would use the historic site and there is a prudent and feasible alternative to using that site, and addressing the purpose and need for Urton Lane.



Should this separate project be advanced, the project owners would have to address the following constraints and issues: relocating Saint Michael’s planned football/soccer field and baseball/softball field; relocation of the storm water retention basin for the Tyler Retail Development; crossing the driveway to the historic Robert Tyler Settlement (the driveway is part of the historic site, as shown to the right); and traversing approximately six parcels (including those along Tucker Station Road) that are currently in different and private ownership and control, two of which have development plans proposed, and three have single-family homes. Should this road become a reality it would be an asset to traffic and mobility by providing an option to using KY 155, thereby increasing the capacity of that road and giving more options to drivers.

Doesn’t the Urton Lane Extension Need to Connect With Sweeny Road (The Future Urton Lane South of Taylorsville Road (Alternative “H”)?)

There are a number of constraints—cost, engineering, and legal, as described above—that prevent the future Urton Lane Extension from connecting with Sweeny Road from the north. Many public comments were opposed to any connection to Taylorsville Road that is not at Sweeny Road—mostly because they were opposed to it being located at Stone Lakes Drive. But the purpose and need of the project does not mandate that the corridor maintain north-south continuity at major roads, including KY 155. In fact, part of the purpose and need states that “although desirable, it is not necessary for the road to maintain continuity at major arterials, since access to the major arterials, and their connection with the interstate network, will meet the needs of the traveling public.”

4.1.6 What Would the Urton Lane Extension Look Like?

From the railroad south (Alternative B) the exact design should be determined at a future time, when developments are proposed, but should follow Louisville Metro’s Complete Streets policy for a Minor Arterial in a Town Center, and meet the six guidelines described in Section 4.1.5, above. The design should be based on traffic volumes from a build-out scenario for the Town Center Form District, as development plans are proposed. The guidelines will determine what the Urton Lane

Extension would look like. In Appendix C are typical sections and plan views from the Complete Streets policy for a Minor Arterial with bicycle facilities in a Town Center Form District. Some general elements include sidewalks and dedicated bicycle lanes on both sides of the road.

North of the railroad track (Alternative A), is different because it would not be in a Town Center. The 2020 forecasted ADT for this portion of the corridor is 11,100 vehicles per day (vpd) south of Rehl Road, and 13,800 vpd north of Rehl Road (see Appendix D). Assuming the peak hours are 10-percent of the ADT, these volumes would be 1,100 to 1,380, which would assume between 440 (40%) to 820 (60%) in one direction during the peak travel times. These volumes would warrant only one travel lane in each direction. Turning lanes would be needed to maintain safety and efficiency. A possible typical section for this segment is illustrated below.

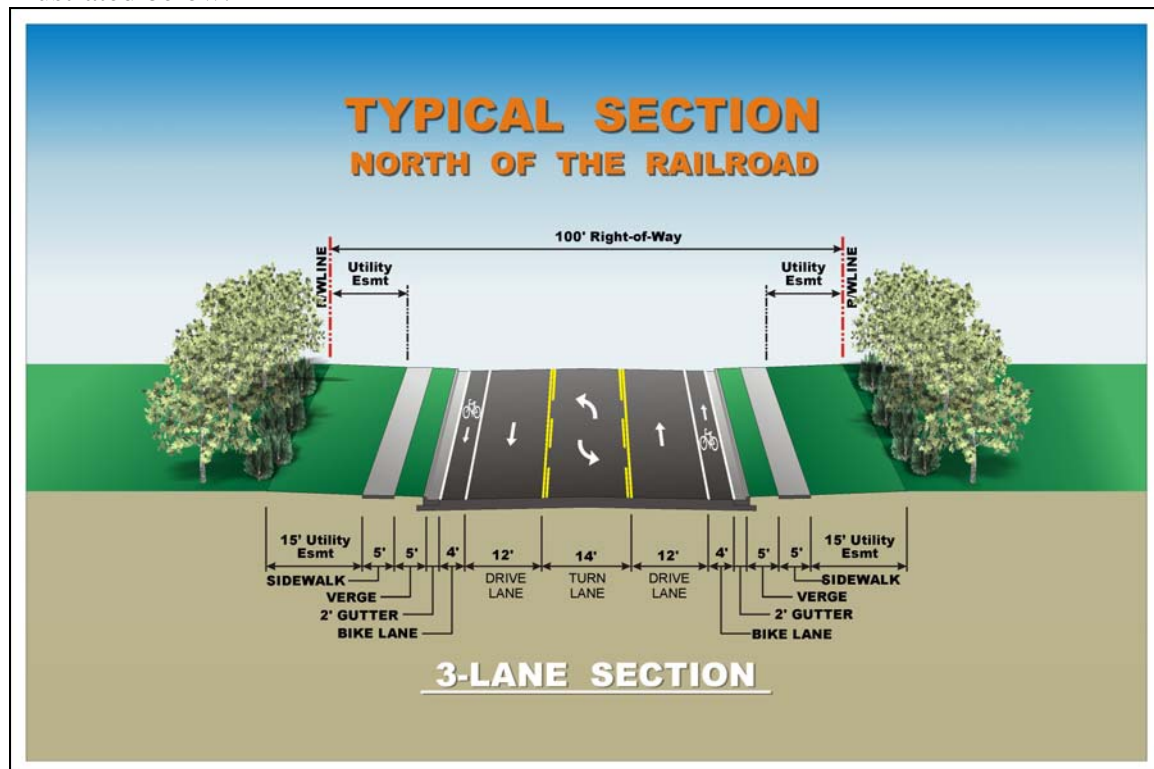


Exhibit 10-A: Urton Lane Three-Lane Typical Section.

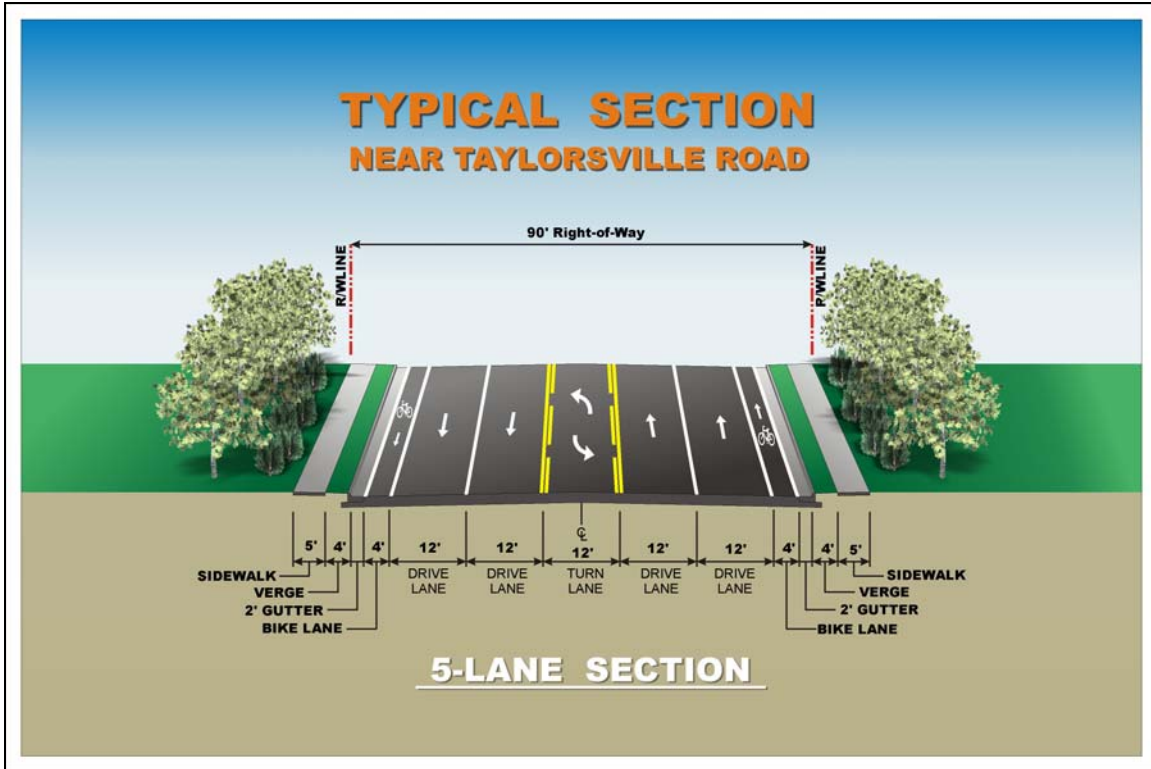


Exhibit 10-B: Urton Lane Five Lane Typical Section.

The final right-of-way width and number of lanes may be modified based on final design and incorporation of the complete streets policy.

4.2 Other Transportation Projects In The Study Area

Below are the other programmed and planned transportation project in and affecting the study area. These are illustrated on the image within the text below, at the end of this chapter.

4.2.1 Taylorsville Road (KY 155)

Taylorsville Road (KY 155) is being studied by the KYTC from Taylorsville Lake Road, each of I-265, to downtown Jeffersontown to the west. The KYTC is looking at several spot and intersection improvements and well as long-term reconstruction options. The plan is due near the end of 2007.

One of the programmed spot improvements along this corridor is the reconstruction of the Taylorsville Road /Tucker Station Road / Sweeny Road intersection to add turn lanes. This project is being funded by the KYTC through the use of Hazard Elimination System (HES) Funds, which are used to correct areas with significantly high crash rates. The construction is programmed for 2008.

Long-term recommendations include widening KY 155 to a four- to five-lane facility with a raised median and turning lanes where necessary. Within the study area access to Taylorsville Road, between I-265 and Stone Lakes Drive, is illustrated in Exhibit 9, page 21, above.



4.2.2 Blakenbaker Parkway Extension

Several years ago the Planning Commission required the developers of Landherr Estates and Deer Creek Condominiums to preserve right-of-way for the future extension of Blakenbaker Parkway South to KY 155. Following that the KYTC programmed the project in the Six Year Highway Plan. Over the last few years the KYTC has completed the environmental documentation, preliminary and final engineering, and has acquired the remaining right-of-way for the project. Construction is funded and programmed to begin in 2008.

4.2.3 Rehl Road / I-265 Interchange

The Rehl Road interchange has been planned by Louisville for many years and is their top priority for new interchanges. As of yet it has not been included in the KIPDA TIP or the Long-Range Plan, but is proposed to be included in the 2007-2011 plan update.

What Is The Current Status?

The KYTC has initiated a preliminary Interchange Justification Study (IJS) to ascertain how traffic would operate with a new interchange at Rehl Road. This IJS will include an analysis of not only the Rehl Road interchange but also the Taylorsville Road, I-64 and US 60 interchanges with I-264 and the Blakenbaker Parkway interchange with I-64.

Why Build The Interchange?

This project would provide a significant benefit to the traffic mobility and options to the study area. It would relieve the demand at the Blakenbaker / I-64 interchange and traffic on either Urton Lane or Tucker Station Road to the south to access the KY 155 / I-265 interchange. The traffic on Urton Lane is one of the top concerns of Saint Michael church, which would be relieved by the Rehl Road interchange. This interchange is also important to the approved Hollenback-Oakley development and the overall Suburban Workplace Form District for employees, deliveries, and marketability of the site. It should be noted that although the planned economic development initiatives in the area would benefit from the interchange, significant land use change is anticipated with or without the interchange.

What Are The Location Options?

Current FHWA design guidelines call for one-mile spacing between interstate interchanges in urban areas. That guideline would apply to the proposed Rehl Road interchange. The I-64/I-265 interchange is located almost exactly 2.0 miles north of the I-265/Taylorsville Road interchange. Therefore the Rehl Road interchange would need to be placed almost exactly between the two.

What Are The Recommendations and Future Phases?

It is the recommendation of this planning study that the Rehl Road/I-265 interchange continue to be a top priority, even before the Urton Land Extension, and that if the KYTC finds the construction feasible and beneficial to the traffic needs of the area, it be included in the Six-Year Highway Plan for funding future phases. The future phases include preliminary engineering, a full IJS, and environmental documentation, each of which would happen concurrently. Each of these would require some level of public involvement and coordination. Other federal laws, such as Section 106 of the National Historic Preservation Act and Section 7 of the Endangered Species Act,

would also be incorporated into the process. Following approval of the environmental document and IJS the next phases would be final design, right-of-way acquisition, utility relocation, and construction.

4.2.4 Plantside Drive Extension

A corridor for the extension of Plantside Drive east from Blakenbaker Parkway has been preserved as part of the Hollenback-Oakley development. This road will be build as this site develops. The plans currently have to different eastern termini, one at Rehl Road and one at the future Urton Lane Extension. The final decision will be made when the property is developed, and depended on the status of the Urton Lane Extension project.

4.2.5 Rehl Road Corridor

Within the KIPDA Long Range Plan is a project to improve the operations of Rehl Road from Blakenbaker Parkway to South Pope Lick Road. No additional lanes are proposed. The estimated completion date is 2015. Because it is only an operational improvement project, this project is not shown on the image below.

4.2.6 Greenway Trail System

There is a major parks initiative being proposed along the Floyds Fork corridor, between US 60 in the north and US 31E and the south. 21st Century Parks, and other non-profit groups such as Future Fund, have within the last year acquired thousands of acres to develop a major linear park system along Floyds Fork. 21st Century Parks has retained a consultant to conduct a Master Plan for the parks, which is due out in early 2008. The Master Plan will include many passive and active recreational elements—athletic fields to open spaces, multi-use trails, picnic areas, and more. The land will be managed by the Parks Department and protected in perpetuity.

Proposed developments along the corridor have planned for easements and off-road connections to the parks as amenities. One such proposed trail would link Blackacre to the Floyds Fork Park System. This would be a major benefit to the residences and land uses between Blackacre and Floyds Fork, and an asset to the long-range park plan. Connection between the two would most likely need to stay south of the railroad track, and cross I-265 at the existing railroad underpass. The proposed trail could be incorporated into the Icon development and Saint Michael existing campus and planned expansion, but from there, it would meet some of the same constrains as the proposed alignments for the Urton Lane Extension—crossing the Clear Channel property, the Robert Tyler Historic site, and other property in private ownership. Nonetheless, this off road multi-use facility would be an asset to the community and compatible with the vision from the Tyler Rural Neighborhood Plan and this planning study and should be pursued as developments and changes occur.

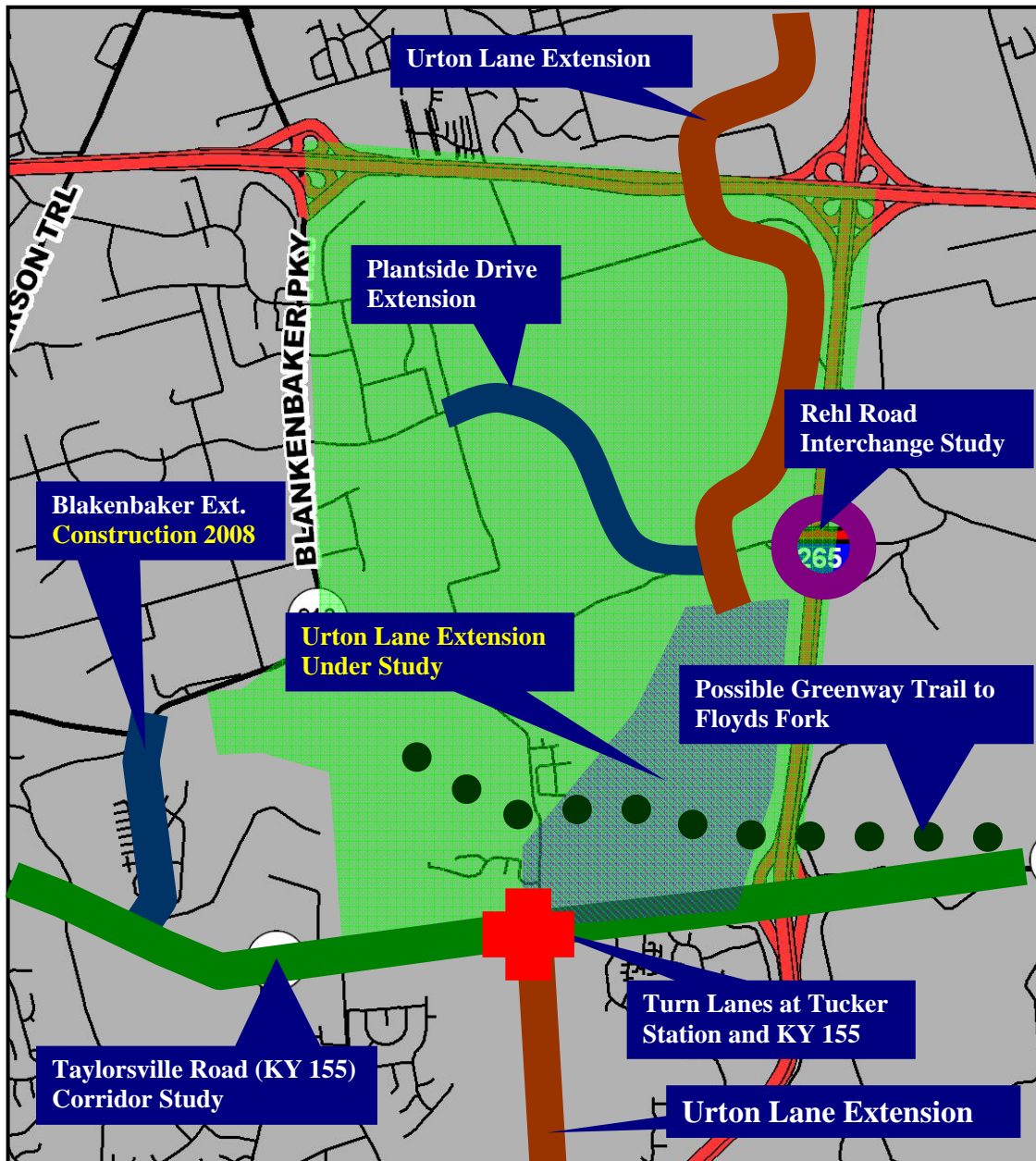


Exhibit 11: Other Planned Transportation Projects